

RAILROADS:

PRIVILEGE AND NASH

AND LEBANON EXPRESS RAILROADS



SPRING ARRANGEMENT.

On and after Sunday, March 20th, 1909, Trains will run as follows:

Nashville Express leaves the Depot daily at Louisville at 6:15 A. M.—stopping at Shepherdsville, Junction, Elizabethtown, and all other regular stations when signaled with flag—arriving at Manchesterville at 10:27 A. M.

Reliance leaves Manchesterville at 1:20 P. M., stops at the same places—arriving at Louisville at 5:26 P. M.

Lebanon Express leaves daily Sunday except at Junction, and Nashville. Express at 5:00 A. M.

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**NASHVILLE AND CHATTANOOGA
RAILROAD**

The undersigned are the only authorized Agents to offer for sale the **Savannah and Charleston Railroad Company**, and are now prepared to issue prospectus or transfer to Charleston, S. C., Savannah, Augusta, Columbia, and Columbia, Ga., and Memphis, T. Tenn.

SMITHHEAD & CO.,
INCORPORATED
1859. 1939

THE PENNSYLVANIA CENTRAL
RAILROAD

The Capacity of this Road is now equal

THREE THROUGH

Passenger Train

BETWEEN PITTSBURGH AND PHILADELPHIA
Connecting direct in the Union Depot, at Philadelphia, New York, Boston, Baltimore, and Washington to those furnishing facilities for the transportation of passengers throughout the country and coast to coast by Express and Fast Lines run through to Philadelphia without change of cars or conductors.

Trains are equipped with Pullman sleeping cars, Pullman Dining Cars, Pullman Smoking Cars to Express and Fast Trains. The PULLMAN LUXURY Mail and Fast Line Sleeping Cars are three times a week, and the Pullman Express and Fast Line connect for Baltimore and Washington.

Connect at Philadelphia with the A. M. Express
Arrive in Philadelphia or Baltimore at 2 P. M.
And in New York at 10.30 P. M.

Connect at Philadelphia with S. M. Fast Line
Arrive in Philadelphia or Baltimore at 5 A. M.
And in New York at 2.30 P. M.

Connect at Philadelphia with the A. M. Express
Arrive at Philadelphia 11 P. M. New York 6.30
S. Daily Trains between Philadelphia and New York
Through Tickets (H. & O.) are good on either of the
trains.

But TICKETS to Boston are good via Norwich
River, or Stoughton Line.

TICKETS EASTWARD may be obtained at any
of the principal stations on the West, also on board
of any of the regular Line of Steamers on the West
and Ohio Rivers and THE KEET WESTWARD
Trains to the Colorado River.

Fare as low as by any other Route.
ASK FOR TICKETS BY PITTSBURGH.
The completion of the Western extension of the system, Railroad to Chicago makes this the
DIRECT LINE BETWEEN THE E. AND THE GREAT NORTHWEST.
The carrying of tracks by the Railroad Bridge, horse-drawn all day, or forgoing a Truck, and with the saving of time, an advantage readily agreed by Shippers of Freight, the Travelling Public.
FASTER SHIPPING—The direct line gives them this advantage to ship by this route.
Freight Contractors or Shippers, direct from address, to
D. A. STEWART, Port-ward,
Dunbar & Co.,
Pittsburgh, Pa.
or, J. J. Johnson, at Chicago, Ill., or at New York, N. Y.

FREIGHTS WESTWARD

The Pennsylvania Railroad also connects at Erie with steamers by which route can be forwarded to Buffalo, Oswego, Olean, Tonawanda, Westfield, Island, Rhode, Missisquoi, Vassett, Newmarket, Africanus, and Red River; and at Cleveland, westward through Canada with steamers to all ports on the Northern Lakes.

Merchants and ship owners entrusting the transportation of their cargo may rely with confidence upon its speedy transit.

THE GATES OF FREIGHT to any point in the West or South may be opened by the Pennsylvania Railroad Company's freight cars, which are chartered by any other Railroad Company.

CAR is preferred to mark packages—**VIA PENNSA.**

For further information apply to the nearest agent, who will direct them to be shipped by this route.

Pertin attending to their own shipments from the West, they may send them by the Pennsylvania Railroad Company at the following places before shipment; or letters addressed to either of them on the subject of freighting.

RAILROADS
ON and after Monday, October 15, 1956, Trains

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Winter Arrangement
JEFFERSONVILLE RAILROAD
CHANGE OF TIME.
On and after Thursday, Dec. 2, 1904, Trains will
Jeffersonville (opposite Louisville) as follows:
1. Indianapolis and Cincinnati Express at 6:30 A.
2. St. Louis and Indianapolis Express at 11 A.
3. St. Louis and Cincinnati Express at 11:45 P.

Train is the only direct and fastest route from Chicago to the East, West, North, and South.

Run only one change of cars between Louisville, Cincinnati, St. Louis, Chicago, and New Orleans—Two Trains, A. M. and 11 A. M. via Indianapolis and Terre Haute and Two Trains at 11 A. M. and 1:15 P. M. via Seymour and Niles.

Run only one change of cars between Chicago, Springfield, and Des Moines—Two Trains, A. M. and 11 A. M. via Indianapolis and Terre Haute and Two Trains at 11 A. M. and 1:15 P. M. via Seymour and the Ohio and Missouri Railroad.

Run only one change of cars between Chicago, Memphis and New Orleans—Two Trains, A. M. and 11 A. M. via Indianapolis and Terre Haute and Two Trains at 11 A. M. and 1:15 P. M. via Seymour and Niles.

Run only one change of cars between Chicago, Indianapolis, Detroit, Terre Haute, and St. Louis—Two Trains, A. M. and 11 A. M. via Indianapolis and Terre Haute and Two Trains at 11 A. M. and 1:15 P. M. via Seymour and Niles.

Two boats at \$200 A. M. and 11 A. M.
New York, Boston, Philadelphia, Baltimore,
Philadelphia, New York, Baltimore, Philadelphia,
Continental and Indianapolis, and Wheeling, Pitts-
burgh, or Buffalo.

Which is the only Route running Trains from
ville to the East, West, and North.

224 Miles shorter than any other Route to Chicago
the Northwest.

Save long change of cars than by other routes.
Connections made with other roads by cars
into same Depot.

Time as quick and Fare as low as any other
throughout the East and for more information
ask by calling at the regular established Office,
southeast corner of Third and Main streets, Low
Ky., or at the Depot in Jefferson.

S. J. LITTLE, Agent
A. A. CROTHERS, Agent

R. J. KOSWYTH, General Agent

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RE. F. LITTLE & CO. CHICAGO, ILL.

LITTLE MIAMI
AND
Columbus and Xenia



RAILROAD.

On and after Mon'ay, November 29th 1898, Train
Cincinnati as follows:
9 A. M. DAY EXPRESS—Stopping at way-sta-
tions MIAMI, COLUMBUS, COLUMBUS, Xenia
and Springfield, stopping at Intermediate sta-
tions 11:30 P. M. NIGHT EXPRESS—Stopping at Lo-
nawson, Corwin, Xenia, and London.

Connections are made by the

ALL THE EASTERN CITIES.

THE NIGHT EXPRESS Train, leaving Cincinnati 11:30 P. M., runs daily, except SATURDAYS.

For Through Tickets and all information apply to the Ticket Office, No. 1 Market House, corner of Broadway and Front streets, and Eastern Depot.

Travels run by Columbus time, which is 7 minutes less than Cincinnati time.

J. DURAND, Superintendent.

BALTIMORE AND OHIO RAILROAD

GREAT NATIONAL ROUTE

TERMINATES AT WASHINGTON AND THE
more on the Lehigh and Wheeling, Denwood, and
embargo on the West, at which places it unites with
roads, Steamers, etc., and for from the West and
West, Southwest, and North
Two trains leave Wheeling daily, at 12:30 P. M.
and 10:30 P. M.
Direct connections are made by these trains
FOR ALL THE EASTERN CITIES
This is the only route to Washington City.
Passengers by this route can visit Baltimore, Phila-
delphia, New York, and New Orleans, and can reach any of the latter
at once by other routes.
Time as quick and fare as low as can be made by other
routes.
For Ticket and Time Table apply to the Agent or
RAILROAD at any of the principal Railroad Offices in
West.
E. F. FULLER, General Western Agent,
C. & O. R. R., Washington, D. C.

W. SMITH, Master of Transportation, and
OFFICE LITTLE MIAMI AND COLUMBIA
AND KENIA RAILROAD COMPANY
SUPERINTENDENT'S DEPARTMENT
Cincinnati, June 3

MESSE, CARTER & JOUETT, of Louisville
are hereby appointed Freight Agents for the
Miami and Columbia and Kenia and Cleveland
and Cincinnati Railroad companies at Louisville
further notice.
June 4 d/1 W. H. CLEMENS
Superintendent

BAGGING - Best brands in store and for sale by
WM. T. BARTLEY &
MUSKET

50 bbls old Bourbon in store and for
sale by (mtd) WM. T. BARTLEY &
